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BIRTHS.

On the 3rd July, at "Oxford," Park, the wife of F. G. COLLINS, of a daughter. Baltimore and New York papers please copy. 1859
On the 23rd May, at Vienna, Frau Edwin MULLEN, the wife of HERB MULLEN, Director of the Siam Canal, Land, and Irrigation Company, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DE VOUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th July, 1902.

In a clearly reasoned and temperately worded letter to our Shanghai morning contemporary on Tariff Revision, Mr. ARCHIBALD LITTLE deals very forcibly with this great question. Recognising to the full the great value of Sir JAMES MACRAE's proposal in favour of granting an addition of ten per cent. to the import duty in exchange for the abolition of *tekin* and other internal taxes, he points out that unless a really fair equivalent be obtained the foreign trade will only be further hampered without any corresponding advantages being secured, for the *tekin* and *loti-shui* put together now only average about five per cent. He is therefore in favour of granting an addition of ten per cent. to the import duty in exchange of and for the abolition of all internal duties and the opening up of the country in freedom and security. By freedom he means that a foreigner shall be at liberty to carry on legitimate business, purchase or lease land, establish industries, and enter into industrial partnerships with the Chinese in any part of the Empire. He would effect a clean sweep of all Custom-houses and *tekin* stations in China, and, to make certain that no machinery remained to enable the mandarins to levy-squeezes, he would abolish the salt and opium *tekin* stations. The salt tax, he says, could be levied as an excise at the place of production, and the duty on opium collected from the hands of the producer if Chinese, or at the place of import if of foreign origin. This proposal is one

that is not likely to find ready acceptance with the Chinese officials, for it is certainly calculated to reduce the army of parasites that now prey on the industry of the people. It is also probable that the mandarins would oppose the granting of any further privileges of residence, ownership of land, or acquisition of mines by foreigners in the country. At the same time, if the Chinese Government really wish for an increase in revenue they must face the consequences. It is absolutely impossible that a further increase in the import duties can be conceded without such a *quid pro quo* as that referred to, otherwise foreign firms in China would find themselves in a singular and most undesirable position *vis-à-vis* Chinese dealers. The present increase in the duties to five per cent. effective, instead of the nominal five per cent. *ad valorem* formerly imposed, has, coupled with the recent drop in exchange, served to bring about almost a total suspension of the importing trade. What would happen if an additional ten per cent. were now imposed? It is not easy to predict, but we may safely assert that the import trade would become exceedingly restricted. The extra taxation could only be borne synchronously with a large development of trade and the concession of facilities for conducting it with economy, expedition, and safety.

Mr. LITTLE shows how the concession to navigate the Upper Yangtze has been rendered null and void by the fact that a registered steamer has to sail from Ichang to Chungking under sealed hatches and is not at liberty to trade at the numerous way-ports. Foreigners are also precluded from leasing land at the rapids in order to effect improvements for the ascent of these obstructions, and thus the concession is rendered practically worthless. Similar conditions clog the so-called concession of the navigation of the inland waters negotiated some three years ago by Sir CLAUDE MACDONALD, and both on the Yangtze and up the West River the privilege has been reduced to a farce by the imposition of regulations which debar steamers from calling at way-ports if bound to a Customs port. What is wanted is perfectly free navigation of inland waters after payment of duties at the first Customs port on the river if from a foreign port, or at the port of embarkation of cargo if a Chinese treaty-port. Sir JAMES MACRAE is gallantly fighting this latter question. He recognises plainly enough the farcical nature of the concession made to Sir CLAUDE MACDONALD and is working steadily to convert it into a real privilege which will not only benefit foreign trade but be of enormous advantage to the Chinese as well, in developing trade and opening up the resources of the country. Finally, if the import trade is to receive a genuine and lasting stimulus, we must work for the increase of China's exports. Under present conditions there is little chance of their expansion, for the export duties are in many cases almost prohibitive. The tea trade has in great measure been killed by the imposts with which it has been hampered. The Indian and Ceylon products now hold the British markets for the most part, but it may be safely predicted that if more care were given to the cultivation of the leaf and the taxes upon its export lightened there would at least be a chance for a revival of the trade. It is true that the British taste has become somewhat perverted, and a liking for a strong coarse beverage has been fostered by the arid fens of Assam and Ceylon, but there may be a change of taste when it is found how deleterious are these strong decoctions, in which tannin has so large a place. There are many other products of the Celestial Empire which would soon become important articles of export if only the duties upon them were reduced to some trifling amount. But it cannot be too often insisted upon, it cannot be too plainly pointed out, that, if the British Government consent to allow the imposition of an additional ten per cent. in the import duty, they must be absolutely assured that this will not only be final, but that its payment will actually secure the privileges referred to above. The history of past diplomacy in China is marked by failures arising, in the main, from inability on the part of the Powers to realise the fact that the provisions of the Treaties are regarded by the Chinese as engagements to be evaded either by open infringement, misinterpretation, or procrastination.

The French flagship *D'Entrecasteaux* left for Chefoo yesterday.

Sir Henry and Lady and Miss Blake last month returned from Ireland to London, where they were staying at Queen Anne's Mansions.

Four more fatal cases of plague were reported up till noon yesterday. The victims were Chinese, and all the bodies were found in the street.

A Chinese fireman on the military hospital *Jubilee*, while walking across another launch to step on board a boat to take him to the *Jubilee*, fell down its hold and sustained injuries from from which he died.

At the Kobe Regatta on the 27th ult. Shanghai beat Kobe in the Double Sculls by three lengths.

Gan practice will be carried out from the Boche Batteries on the 15th inst. at targets in a north-westerly and westerly direction; practice to commence about 8.30 a.m.

Riots have occurred in two places in the province of Chollado, Corea, owing to the extortions of tax-collectors. Three Japanese residents were killed in one place, and some fishermen in the other.

Major-General Sir Arthur DOWD, K.C.B., D.S.O., has been recalled home by the War Office, receiving the order on his return to Shanghai from Japan on the 24th inst. General DOWD left Shanghai by the *Empress of Japan*, and should arrive here to-day.

We read of a German botanist discovering on the Bismarck range of mountains, German New Guinea, whole forests of "gutta-percha trees" of the species which in Latin is called *gutta serena*. We wonder what sort of Latin it is—certainly not the *vulgaris seu hortensis* variety.

There are in Japan at the present time 767 missionaries. This includes the wives. The total number of baptisms last year was 3,139. The church membership at present is 42,451. There are 431 churches. Of these, 95 are wholly self-supporting. The Sunday schools number 949, and have 36,310 scholars. The contributions for a year were \$51,114.25.

According to a *Times-Mercure* telegram of the 26th ult., the *Lancet* and the *British Medical Journal* publish a clinical history of His Majesty the King's illness. Both give a hopeful view of it, and ask the public to discredit all the wild rumours that have been circulated. The bulletins are absolutely sincere, and the King is suffering from peripneumonia and nothing else. The first symptoms showed themselves on Friday, the 13th ult.

1901 seems to be a very bad year, in the matter of epidemics, all over China. We have been hearing of grave outbreaks in the North, and much the same is the case over the South. Now cholera and plague are reported terribly bad in the country districts near Amoy and the coast line. Neither has entered the more distant inland centres, but every day brings news of fresh victims in places within 30 to 100 miles of the coast both north and south, though it is lost in Amoy itself. Sochow too has been severely afflicted. Epidemics of diphtheria, scarlet fever, smallpox and cholera having followed upon each other in quick succession. Thousands of people have died from these diseases, and the cholera seems to be of a very malignant type. In addition there has been an unusual amount of typhoid and other fevers in Sochow.

The following passage, which occurred in the House of Commons on the 3rd ult., leads up to the telegram from our London correspondent which we publish in to-day's issue.—Sir C. DILKE asked the Under-Secretary for Foreign Affairs whether he would state what was the present position of negotiations as to Newchwang. Viscount CRANBORN: By the convention between Russia and China signed on April 8 Russia has agreed to evacuate within six months from that date the south-western portion of the province of Mukden up to the River Liao, and to hand the railways over to China, and within a further period of six months to evacuate the remainder of the province of Mukden, which includes Newchwang and the province of Kirin. Sir C. DILKE: Can the noble lord say whether there has been a hitch since that time in regard to the railway? Viscount CRANBORN: I am afraid I must ask notice of that question.

The Federated Malay States Police Report for 1901 dwells upon the steady diminution in serious crime during the year in that quarter. During the whole year the efficiency of the police has been hampered everywhere by an inadequacy of officers. Where it was possible to fill vacancies, new and inexperienced men were only available. Many inspectors were engaged and found useless and had to be got rid of, and on the 1st January the Force was nine inspectors short and again at the end of the year. Matters had then improved to an extent, there being eight vacancies out of a complement of 32, a fourth. In consequence of the unsatisfactory results consequent on engaging men locally as inspectors, it has been practically decided to procure them in future from England. These inspectors will be considerably handicapped in the performance of their duties, which will, in consequence of the Force being so short-handed, have to be immediately taken up without their having time to first learn them.

The *Courier Saigonnais* makes out that at a pinch France can help Russia in Manchuria with 53,000 troops. European and Native from Indo-China. This array looks less formidable after the admission that the commissariat and armament arrangements fall far below par. Besides, what value are we to attach to the Indo-Chinese troops (especially Europeans) after the experience of North-China? The troops from France are deservedly respected—but a sojourn in Indo-China appears to work wonders in deterioration. The Saigon paper also, we see, says that in event of a struggle with Russia, Britain would send a force of 1,500 to 2,000 men from India to reinforce the 1,500 Sikhs in the service of the Government at Bangkok and enlist a force of 30,000 Siamese destined in invade Cochinchina. We must count too among the auxiliaries of the Anglo-Japanese alliance "25,000 Chinese pirates and Black Flags well armed and paid by England and ready to make an irruption into the North of Tonkin."

The Russo-Chinese Bank will pay a dividend of 15 roubles.

Now shares at 103½ have been issued for the Shantung Railway.

The relieving troops for the East Asiatic German Brigade have left Germany.

A paper on "Our Future Colonial Policy" was to be read before the meeting of the Royal Colonial Institute on the 10th ult. by Mr. Archibald R. Colquhoun.

Mr. J. O'Neill, Deputy Expense Account Officer, Hongkong Naval Yard, has been appointed to a similar position at Portsmouth, vice Mr. Townshend, appointed to Hongkong.

The refit of the *Centurion*, battleship, which has extended over a considerable period at Portsmouth, is to be completed at an early date. No official announcement, however, has yet been received as to the future destination of the vessel.

As the result of the agitation by the members of the local Fire Brigade for an increase of pay, a matter which was first mooted in the *Daily Press*, the Government have offered, in addition to the men's ordinary pay of \$9 per month as firemen, to grant them a dollar each for every fire they attend. The concession is not favourably viewed.

The most interesting of the Coronation visitors to London from India, because the least used to travel, is the Maharaja of Jaipur, who arrived in London on the 3rd ult., together with his household god. This Prince claims to be directly descended from Rama, the legendary Indian hero and King, and is doing everything possible to preserve his caste intact from the contamination of foreign travel.

It is reported in the *Times* papers just to hand that in the sale to Mr. Alfred Holt of the China Mutual Steam Navigation Company's ships, Mr. Holt is acting as agent, the real purchaser being Mr. Hill, the president of the Great Northern Railway of America. Mr. Hill, who is having the two huge steamers being built to his order for the Pacific trade, will add the Mutual boats to the Seattle run.

In the House of Commons on the 5th ult., in reply to Mr. John Hutton, who asked the Secretary to the Admiralty whether his attention had been directed to the efficiency of the shooting of the *Barfleur* and *Terrible*, obtained under the system of instruction invented by Captain Percy Scott, C.B., of the *Terrible*, and whether the Admiralty would issue Captain Scott's models and apparatus to other ships in the Navy, so as to have the system thoroughly tried and reported upon, Mr. Arnold Forster stated that the Admiralty is fully acquainted with the excellent results of the firing on the *Barfleur* and *Terrible*, and with the still better results recently obtained on board the *Cressant* on the North American Station. The Admiralty have recognised the desirability of extending the use of Captain Scott's system, and have taken the necessary steps to supply the apparatus to such an extent as may be necessary.

THE CORONATION ADDRESSES.

Members of the general public who are desirous of witnessing the presentation of Addresses at Government House to-morrow may be present at 4.30 p.m. in the House of Government and Navy and Military Departments and members of the Coronation Committee, with their wives are asked to be in attendance at 4.15. Full dress is de rigueur.

THE "TAMBA MARU" AGROUND.

The Nippon Yusen Kaisha s.s. *Tamba Maru* (Captain T. W. Wale) ran aground yesterday while leaving the Harbour for Japan. She had been lying alongside the Kowloon Wharf and was due to sail at noon. After being backed out from the wharf, her head was pointed for the northern entrance, and she was got under way. But in rounding the point opposite the *Terrible*'s anchorage, she took the ground about 200 yards from the Polaris Pier and remained fast on the bank for one and three-quarter hours. The steamer floated off at 2.45 p.m. with the rising tide. When the mishap took place Inspector P. Riley of the Water Police telephoned to the Dock Co. informing them of what had happened, and also notified the Harbour Master. No assistance was required, however, the steamer floated off safely and no damage having been sustained, she proceeded on her voyage to Japan. There was a strong current running about 4 knots, when the vessel grounded.

THE LATE MR. D. GILLIES.

It appears from the home papers that the late Mr. David Gillies arrived in London on the 9th May and left London on the 21st. As he had some business to transact in Glasgow, he went to the Station Hotel on arrival, where he remained till his death on Tuesday morning, the 27th May. After arrival in Glasgow he appeared to his friends to be in very good health, the only thing he complained of being a cough which troubled him somewhat. On the morning he died he rang the bell about 4.45, and on the night porter going up found him sitting on the side of the bed. He told the night porter to ring up a doctor, which was done without loss of time. After doing so the attendant went up to the room and asked if he could do anything for Mr. Gillies, and was told no. The doctor arrived about 5.15, and found Mr. Gillies lying down in bed, but unconscious, and he breathed his last shortly after from heart failure. The doctor tried various means to bring him round, but they were unsuccessful. He was buried on the 30th May in Rothsay Cemetery, and his remains were followed by a number of his old Hongkong friends at present in Scotland.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR SPECIAL CORRESPONDENT.]

FAR EASTERN AFFAIRS.

LONDON, 2nd July, 7.5 p.m.

RUSSIA AND NEWCHWANG.

Lord Cranborne, in answer to a question by Sir Charles Dilke in the House of Commons, said that Great Britain had not protested against the collection of *tekin* by Russia at Newchwang. It was expected that an agreement would shortly be concluded whereby Russia will restore Newchwang to China.

THE PHILIPPINES BILL SIGNED.

Both Houses of Congress have adopted the Committee's Philippine recommendations, and President Roosevelt has signed the Bill.

THE KING'S PROGRESS.

OFFICIAL TELEGRAM.

We received last night from the Colonial Secretary a copy of the following telegram, from the Secretary of State, London, to Governor, Hongkong, dated 3rd July:—

"His Majesty the King reported to be making steady progress in every respect. The wound, the dressing of which has at times caused considerable pain, is now much less troublesome and began immediately to heal. His Majesty's courage and patience have called for the greatest admiration. The Queen has been in constant attendance in the sick-room, where utmost quiet is enforced. His Majesty seeing no correspondence and being approached on no affairs of State or business. I do not propose to telegraph again unless any important change occurs."

REUTER'S SERVICE.

LONDON, 1st July.

CRONJE SIGNS ALLEGIANCE.

Cronje has signed the oath of allegiance to Great Britain at St. Helena.

THE BOMBERS.

The bombers throughout the United Kingdom were started last night by a huge rocket sent up from the Great Wheel at Earl's Court.

PRINCE KOMATSU.
Prince Komatsu, landed yesterday, with T.R.H. the Duke and Duchess of Connaught.

LONDON, 1st July.

THE KING'S PROGRESS.

The bulletin issued at seven this evening says that the advancement in the condition of His Majesty during the day is maintained, and that his appetite is improving. The dressing of the wound is less painful, but His Majesty is easily fatigued with the least exertion.

INSPECTION OF COLONIAL CONTINGENTS.

The Colonial Contingents under the command of the Duke of Connaught have been reviewed at the H. H. Guards. The contingents from Borneo, Singapore and the Straits Settlements, Hongkong, and Weihaiwei were among those present. The utmost enthusiasm prevailed, and a great crowd lined the route of the parade.

THE GOVERNOR OF INDO-CHINA.

The appointment of M. Beau, French Minister at Peking, to be Governor of Indo-China is announced.

THE CORONATION COMMITTEE.

The following is the letter which has been forwarded to H.E. the Officer Administering the Government in reply to that which he sent to His Lordship W. Maigh Goodman, Chief Justice, Chairman of the Coronation Committee, expressing his appreciation of and gratitude for the labours of the Committee in connection with the arrangements for the local celebration of the Coronation of King Edward:—

Hongkong, 2nd July, 1902.

Sir,—I have the honour to acknowledge the receipt of your letter of 28th ultimo, and, on behalf of the Coronation Committee, beg to thank you for the kind expressions of good will and appreciation which it contains. I need hardly assume that your Excellency that whatever the various members of the Committee may have done towards making fitting preparations to celebrate the Coronation of Their Majesties has been done most heartily, and that we have all been only too pleased to place ourselves at the service of the community on such an occasion. The general disappointment which the postponement of these celebrations has caused is far outweighed by the anxiety felt by all at the sad state of His Majesty's health, and we can most earnestly echo the sentiment already expressed elsewhere that "we can but hope and pray for his speedy recovery." I will take this opportunity of expressing, on behalf of the Committee, and, I feel sure, of the whole community, the high appreciation we all feel for the sympathy and support which your Excellency has throughout accorded to us in our endeavours to arrange for the suitable celebrations of the Coronation of Their Majesties, and particularly with regard to the steps taken by your Excellency to secure for the public from His Majesty's Secretaries of State the valuable provision of the Park in Kowloon. We trust the "King's Park" may remain for all time a pleasing testimony of the interest and kindly sympathy which your Excellency has ever displayed in advancing the welfare of the Colony of Hongkong. I have the honour to be, sir, your obedient servant.

W. MAIGH GOODMAN.

Chairman of the Coronation Committee.
H.E. Major-General Sir Wm. JULIUS GARNER, K.C.M.G., the Officer Administering the Government, Hongkong.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

WATER BILL: SOME CRITICISMS AND SUGGESTIONS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd July.

In Hongkong we have only a limited supply of water, but sufficient even without augmentation of the present sources of supply to afford every one, with reasonable economy, enough for every legitimate purpose the whole year round.

From June last year to the end of May this year was the driest season ever known in the Colony for many years, yet in that period there were actually distributed from the reservoirs over 1,200 million gallons of water—a quantity which if it had been spread evenly over the year would have given over 31 million gallons a day, or about 16 gallons a head a day to the population of Victoria and the Peak District.

The reason why the quantity was not sufficient last year and why larger quantities have not been sufficient in former years to avert a serious shortage in the supply at the end of the dry season, is known to be the excessive consumption in dwelling-houses in Victoria. In both the Peak District and Victoria water is laid on to every house, but in the Peak District the supply to each house is measured by meter and excessive consumption has to be paid for, while in Victoria there is no effective check of any kind on the quantity of water used.

The system under which water is supplied in Victoria having thus been proved unsatisfactory, the clear duty of the Government to try to devise some scheme whereby excessive consumption, or in other words waste, may be checked, while most of the available supply is distributed—for water hoarded is no use to any one. This should be done as far as possible without imposing on such householders who do not use more than their fair share of water any greater burden than they are already called upon to bear in the form of the 2 per cent. water rate, which is supposed to, and I believe in fact does, cover the annual cost of the water-supply of the Colony. It is perfectly fair and reasonable to punish householders who abuse the privilege of a house-to-house supply, by charging them heavily for the water they waste or use in excess of their fair share or by cutting off the supply to their houses and leaving them to draw water for themselves from public fountains; but it is unfair and unreasonable to give them in return for the rates they pay less than a fair proportion of the available water.

To check the excessive consumption of water in Victoria the proposals in the Government Water Bill seem the most practical that can be suggested. They are, put shortly, to give house owners the option either of having the supply to their houses disconnected and letting their tenants draw their water from public fountains (which are to be provided in plenty) or of having the supply measured by meter and paying for the excess used above a quantity proportionate to the rateable value of their houses. The distinction between "domestic" and "non-domestic" supply is at the same time abolished and the charge for water is the same whatever purpose it is used for. But the quantity as provided in the Bill that may be used free of extra charge is far too small for the needs of the population and absurdly disproportionate to the total quantity available.

By the Bill "excess consumption" is thus defined—"any quantity of water ascertained by meter as having been used in a tenement in excess of a quarterly allowance, which at 50 cents per 1,000 gallons would be equal to 4 per centum on the (annual) rating valuation of the said tenement."

Thus in a house rated at \$1,200 the quarterly "free" allowance would be \$50 x 2 x 1,000 = 8,000 gallons, or between 88 and 89 gallons a day. On the same house the water rate would be 324 per annum and the annual "free" allowance 32,000 gallons, costing the householder 75 cents per 1,000 gallons.

Now the total rateable value of Victoria and the Peak District is a trifle under \$7,140,000. According to the proposals in the Bill the total "free" allowance will amount to only 47 million gallons a quarter, or 188 million gallons a year out of a total available minimum supply of over 1,400 million gallons or rather less than one sixth of the whole or about 2½ gallons a head of the population per diem. In the present Water Ordinance it is laid down that the "prescribed domestic supply" shall in no case be less than 5 gallons per head per day, and the experience gained in Kowloon, where water is drawn from public fountains by the inhabitants for their own use, shows that people actually use about 7 gallons a head a day.

To stint the "free" allowance as proposed is, I venture to think, to inflict unnecessary inconvenience or expense on nearly the whole population of Victoria and the Peak District. If the whole population were to draw their water from public fountains the consumption at the Kowloon rate would be under 550 million gallons a year. It would therefore seem not unreasonable that at least one half of the total minimum available supply should be taken as the maximum to be distributed "free" in the houses of ratepayers instead of one sixth, as proposed in the Bill.

In order to provide for the time when an increased supply will be available in Hongkong, I would suggest that "excess consumption" be defined as "any quantity of water ascertained by meter as having been used in a tenement in excess of a quarterly allowance of 20 gallons.

of such number of gallons not less than 20 as the Governor in Council may from time to time prescribe, for every dollar of the annual valuation of the said tenement.

At 20 gallons per dollar of the rateable value, a \$1,200 house would receive 24,000 gallons a quarter or 288 gallons a day. It may be objected that this allowance is more than enough, so it is in an European house occupied by one family with only about 15 inhabitants, but the number of such houses in the Colony is comparatively small, and in European houses rated at less than \$100 and in Chinese houses the quantity will only be just about sufficient for the reasonable needs of the inhabitants.

The only sound reason for giving less than 1 have suggested is that the Colony cannot afford so much without risk of shortage in the spring; but as far as I can make out from the information at my disposal, the Colony will in all probability have always more than enough.

If the increased "free" allowance I suggest is granted, it is probable that landlords of houses occupied by well-to-do tenants will accept the responsibility imposed on them, but whatever the allowance, it is unlikely that the landlords of houses occupied by poor people will risk having to make payments, which they will have difficulty in recovering from their tenants.

To arrive at the approximate number of houses in which the house-to-house supply is likely to be continued, is difficult; but I venture to think that it will in no case exceed one-third of the whole, or say between two and three thousand. I take this outside figure in the following calculations, because the fewer houses that keep their supply, the less will be the total consumption of water; but I wish to keep on the safe side. These houses will be the more highly rated and less thickly populated houses in the town. Now fairly large houses occupied by well-to-do Chinese families, one to a floor, have from 25 to 30 inhabitants, at least, and shops in wealthy districts, where the whole house is occupied by the shopkeeper or merchant and his family, have from 15 to 20. To be on the safe side, let a low average be taken and say a fourth of the population—i.e., 50,000—inhabit a third of the houses, giving an average of about 20 per house. Again to be on the safe side, let the rateable value of these houses be put high, and say they are rated at half the total valuation of the city which is a little less than \$7,000,000. Taking these figures, the total amount of water which may be consumed "free" in houses to which water is laid on will then be 70 million gallons a quarter, or 280 millions a year. Assuming this is all consumed, which is unlikely, and adding an allowance of 20 million gallons for excess consumption, which is probably ample and will bring in \$10,000 a year revenue, and the total consumption will come to 75 million gallons a quarter, or 300 millions a year. The remainder of the inhabitants of Victoria will have to draw from public fountains; assuming they draw at the Kowloon rate they will use about 95 million gallons a quarter, or 380 millions a year. So that the total consumption of water in Victoria at the "free" allowance suggested will at the outside amount to 170 million gallons a quarter, or 680 millions a year. At this rate the consumption of water in the Colony for the eight driest months in the year—i.e., September to May—will be 453 million gallons plus the water consumed in the Peak District, which will amount to about 6 million gallons a quarter, or 16 gallons for the eight months, making a total consumption for Hongkong of 459 million gallons. During these eight months last year and this year, the period of greatest shortage ever known in the Colony, there were actually distributed from the reservoirs over 600 million gallons. So that taking the rate of distribution I propose, there will be at the end of the dry season, without taking into account the saving effected by a smaller distribution during the summer months when the system proposed in the Bill is in force, a surplus stock under the most unfavourable circumstances sufficient for about a quarter's consumption—a margin amply sufficient to provide for all public services throughout the year and to justify the adoption of my proposals. Yours, etc.,

MARCUS W. SLADE.

P.S.—At the rate proposed the total "free" allowance for Victoria and the Peak District would be 571 million gallons a year, which is equal to 71 gallons a day per head of the total population (2,150,000) or only a third of a gallon more than the experience of Kowloon shows that people are willing to know and carry for themselves.

THE CORONATION MEDALS.

TO THE EDITOR OF THE "DAILY PRESS." Sir, May I respectfully suggest to the Coronation Celebration Committee that when medals are given to the Chinese children in the various founding institutions, they might also be given to the British children attending the Kowloon School, the Diocesan Boys' School, the German School, and others. For some reason these were not invited to the recent tea, and I am sure they would, as British children, appreciate the medal. I might also suggest that, when the Coronation Celebrations do take place they be invited to a special tea. Yours, etc.,

PARENT.

Congressman Littlefield, of Maine, tells this story about a call he once made on a friend in that State. The preacher was calling at the same time. In the midst of our conversation the small son of the family, named Reginald, came running in. His clothes were torn and one of his eyes was blackened. "Reginald, your clothes are torn and you have a black eye. Fighting is very, very wicked. Come here and let me pray for you." "Aw, waw," said Reginald, "go home and pray for your own kid. He's got two black eyes."

FOOCHOW.

Foochow, 23rd June.

Until yesterday the weather had been abominable for ten days, and it in no way tended to lighten the general depression of spirits to be told "it was normal weather for the end of June." It was normal inasmuch that there were heavy rains both locally, and up country, with the result that there was a freshet on the river; the streets were under water and the plains were flooded; but added to this there was a typhoon in the Yangtze valley while another was passing up the Fuzhou channel and we all know how depressing the atmosphere is anywhere within measurable distance of a passing typhoon.

In the midst of all this, namely on the 25th instant, we received by telegram from London the news that "the Coronation had been postponed indefinitely owing to the King's indisposition." No wonder a gloom was cast over the place. But our discontent about the weather and the inundations was at once forgotten. The profoundest sympathy was felt on all sides for His Majesty on learning from a later telegram that he was suffering from an internal malady which obliged him to undergo an immediate operation. Especially at such a time, it was felt that of the many millions who would be disappointed about the coronation having to be postponed none would feel it more poignantly than the King himself; and it was touching to learn of his thoughtfulness for others in his trouble, of his issuing a notice giving expression to his deep sorrow about the postponement, and of his being his strictest hope that the celebrations in the provinces and dinner to the poor would not be put off.

It would seem that these wishes of the King weighed with the Foochow Coronation Committee, as the cancelling of the planned celebrations was reconsidered. The extreme gloom of the community appeared to be passing away with the rising barometer and the return of fine bright weather, the tone of the bulletins regarding the King were distinctly reassuring, and it seemed a pity that all the time and trouble taken by many ladies and gentlemen of the community in preparing for the celebration should be thrown away. These reasons in conjunction with the King's wishes led to the reconsideration, and the result was the issue yesterday morning of a modified programme. This consisted of children's sports in the afternoon and a concert at the Club in the evening, both of which functions passed off with great success. —Foochow Echo.

CHUNGKING.

Chungking, 12th June.

NAVAL MATTERS.

This distant port is now, for the first time in its history, resplendent in the presence of three vessels of His Majesty's Navy now at anchor in the river—the *Kinsick*, *Woodlark*, and *Woodcock*. The latter, the ship of the senior naval officer, Captain Somerville, arrived here on the 18th May, 1901, and so has spent over a year in these upper waters. The *Kinsick*, Captain Powell, who took part in the famous expedition of Admiral Seymour at Tientsin, where he was severely wounded, arrived here on the 31st May last from Kueifu, where she has been performing the run of 320 miles thence to Chungking in 35 steaming hours, being the unprecedented average on the Upper Yangtze of 9½ nautical miles an hour over the ground up-stream. This fine vessel, formerly the *Pioneer*, improves in her steaming each voyage she makes. Our old friend the *Woodlark* put in a welcome appearance on the (glorious) 1st of June, having run up from Ichang in 53½ steaming hours, which gives an average of 10½ nautical miles an hour over the ground, including the passing through the hundred rapids string of rapids below Kueifu, of 4 and ½ knots.

H.M.S. "WOODLARK" is famous as the only vessel that has so far steamed the whole 1,500 miles from Shanghai to Chungking without using a tow-line; this was in 1900. In 1902 she has not been so fortunate; meeting a down freshet at the Yeh rapids she only succeeded in ascending at the third attempt when, with the aid of a steel hawser, she went together with her own steam, she got up safely, spending an hour over the Yeh. The hawser had also to be put out at the Nihon (Ox-head) rapids above the Yeh (disappeared) rapids. All the other rapids were successfully negotiated without assistance. The *Woodlark* is commanded by Lieutenant R. E. Chilcott, the Lieutenant detailed from H.M.S. *Pique* in the troublesome times of 1900 to take charge of the guard of marines then placed by the Admiralty on board the chartered *Pioneer*, and his return to the scene of his former exploits affords an unexpected and unexpected pleasure to all British residents at this port.

THIS FINE VESSEL is now moored *en echelon* in the capacious harbour of Lungmenhao (Dragon Gate), alluding to the pass through the rock reefs by which it is approached, off the premises of the Chungking Trading Company, which face the walled city of Chungking on the opposite, right bank of the river. This hulked "Hao," or "waste of waters," is framed by a row of rocks running parallel to the course of the stream, which frame us five knots an hour past them, leaving a lake-like expanse of deep, still water inside. But for the high freshets which periodically scour it out, this inlet must necessarily fill with sand and boulders; as it is, it remains the unique harbour of which H.M.S. ships have so happily availed themselves. The contrast of the still, often clear, water of the mile-long lagoon, with the rushing river outside the reef, is very striking.

THE FINEST CHINESE "OLY" is at Suifu, 300 miles higher up; she has Captain Plant as assistant pilot. Our own Admiralty have, I think, done well in letting our young naval officers struggle up this difficult river as best they could with no outside help beyond native Chinese. That young Lieutenants detached from the large sea-going men-of-war should have confronted "the novel conditions of this navigation as they have done, speaks well for the training in seamanship and responsibility which our crews receive as for the discipline of their crews. The navigation of the Upper Yangtze requires nerve and patience, and will continue to do so as long as many of the worst dangers shall have been removed, as they undoubtedly can and will be as soon as a competent river conservancy is established. —N.C. Daily News.

An excellent story is told about Mr. Jas. McNeill Whistler. A certain gentleman whose portrait Whistler had painted failed to appreciate the work and finally remarked, "After all, Mr. Whistler, you can't call that a great work of art." "Perhaps not," replied the painter, "but then you can't call yourself a great work of Nature!"

A POT OF LEMCO IN THE HOUSE has warded off many illnesses. LEMCO is genuine Liebig Company's Extract.

LATE TELEGRAMS.

NEWS VIA Ceylon.

—SOUTH AFRICA.

SIGNS OF PEACE.

London, 17th June.

The Constabulary has been transferred to the civil authorities, as the necessity for further military operations has now ceased.

RETURN OF TROOPS.

London, 19th June.

Mr. Ritchie, speaking at Croydon, said that the spirit shown by our late enemies that the Government was preparing to withdraw a large proportion of the troops.

Later.

Arrangements are proceeding at Cape Town for the return of a large number of troops to England before the 31st July.

MR. BRODRICK EXPLAINS.

London, 21st June.

Mr. St. John Brodrick, in reply to a correspondent, said his estimate of the Boers filed in November was supplied to Lord Kitchener by the Intelligence Department and was based, partly, on native information. He assumed that the authorities were misled in endeavouring to avoid the enumeration twice over of rapidly moving forces.

CORONATION PREPARATIONS.

ENTERING THE QUEEN.

London, 17th June.

Lord and Lady Ouseley have entertained a party of Coronation notabilities, including Prince Komatsu, Sir Pertab Singh, Maharajah Doolal Singh, and Sir Henry and Lady Blake, at the theatre and afterwards at supper. Sir Patrick Playfair and Colonel Lumsden gave a ball at the Grafton Galleries, in honour of some of the Indian Chiefs, Princes, and Officers of the Contingent. Eight hundred were present, including Maharajah Scindia and other Maharajahs, and Sir J. Jeejeebhoy.

THE INDIAN CONTINGENT INSPECTED.

London, 17th June.

H. R. H. the Duke of Connaught inspected the Indians at Hampton Court. All were in full uniform, presenting a fine appearance.

TWO DINNERS.

London, 18th June.

The Royal Asiatic Society's banquet was held at the Metropole last night. Lord Reay was in the chair, and Lord Roberts, Lord George Hamilton, Lord Elgin, Lord Northbrook, and Lord Cress, Sir H. Fowler, Sir James Hills, Sir Andrew Boodle, the Indian Princes, Sir J. Jeejeebhoy, and the Duke of Connaught were present. Sir George White was not present.

As announced, the Duke of Connaught said that he was not divulging a secret when he said that, before long, H. R. H. the Prince of Wales would visit India. He referred affectionately to the Indian Army, to Indian loyalty, and to his own service in India. Lord Roberts, in his speech, compared the Boer with the Sikh, and was sure that the Boer would become our best friend as the Sikh had done. The Maharajah Scindia's speech at the Royal Asiatic Society banquet was heartily cheered. He spoke in English, and dwelt on the progress of education, and expressed the liveliest gratitude to Lord Curzon for the great interest shown in training chiefs. Nothing was more calculated to stir the loyalty of the aristocracy of India than a Cadet Corps. The Indian Chiefs had assembled in London with the common purpose of testifying their undying loyalty to the British Empire. Sir J. Jeejeebhoy, the Prime Minister of Unda, was present at the banquet of New Zealanders, where the chief guest was Mr. Premier Seddon, who said that he desired to remove any misapprehension about the proposals of the Colonies for preferential trade. What the New Zealand Government proposed was a rebate of Colonial duties on British goods, and England to allow a rebate of duty on Colonial products now taxable.

THE CONTINGENTS.

London, 19th June.

Lord Roberts has inspected the Indian Contingent at Hampton Court, and congratulated them on their general efficiency and soldierly bearing.

The Duke of Connaught pronounced that the Ceylon and Straits Contingents were very smart and creditable to the Colonies.

CORONATION VISIT TO HATFIELD.

London, 19th June.

Lord Salisbury was able to attend a Cabinet meeting this morning, at his private London residence. At his invitation, 400 Coronation guests, including Colonial Premiers and the Officers of the Colonial Contingents, visited Hatfield in the afternoon. Viscount Granborough received the guests.

TROOPS AND SEATING ACCOMMODATION.

London, 20th June.

The number of troops in London for the Coronation is 60,000. It is estimated that the stands erected in the streets through which the procession will pass provide seating accommodation for 50,000 people.

LATER NEWS.

London, 21st June.

Sir Wilfred Laurier has arrived, as also Sir Francis Spring. Multitudes permeate the streets, viewing the preparations. A great part of the decorations are complete. Great omnibus companies have doubled their fares and notify further increases daily. Next week other companies will join in, charging four to six times the usual fares.

GENERAL NEWS.

ARMY MATTERS.

London, 17th June.

Mr. St. John Brodrick, in the House of Commons to-night, said that it was impossible and inexpedient to give accurate figures of the time-expired men in South Africa and India and elsewhere. Measures were being taken to retain men with the Colours in India.

THE CORN TAX.

London, 17th June.

On the Finance Bill Committee stage, the hopes of the Radical party were centred in the anti-Corn Law agitation; but they were completely disappointed. The opposition to the new duty collapsed utterly, and the Corn Duty is now incorporated into the financial system without any visible sign of dissatisfaction on the part of the public.

Mr. Michael Hicks-Beach has agreed to exempt locust beans and to reduce the tax on grain offals used as cattle-feeding stuffs, to three half-pence, and to reconsider the question of maize; but he has refused to exempt rice.

London, 18th June.

Sir M. Hicks-Beach has announced a reduction of duty on maize to three half-pence. An amendment by Mr. John Morley to omit

the Corn Duty has been rejected by 251 votes to 177. Sir M. Hicks-Beach repudiated the idea of the duty being a prelude to a change in the fiscal system. He said that it was not the policy of the Government to encourage commerce with the Colonies by a tariff war with foreign nations who were our best customers.

THE STATE OF THE NAVY.

London, 18th June.

Lord Selborne, in the House of Lords, said that it was not intended to increase the number of vessels of the *Monmouth* class, and that the Admiralty had not adopted the capped shot, because it was not considered good enough, but was considering the question, which was complex. We were not behind other nations in respect of guns.

London, 20th June.

When the Navy Estimates were before the House, Lord Charles Borelston uttered a scathing criticism of the Navy's deficiencies. The whole of the Admiralty system was rotten, and led to extraordinary expense and general inefficiency in the Navy, whereon the existence of the Empire depended. He said that every reinforcement and improvement was the result of outside agitation. It was remarkable that both in the Army and in the Navy officers were compelled to threaten to resign in order to get things right. Mr. Arnold Forster denied that the changes made were the result of agitation or threats to resign. He defended the present system. He said that the Navy was steadily improving; but there was still need for strengthening the intellectual equipment and directing force of the Empire.

PERCUSSION CAPS IN BIRMINGHAM SAFES.

London, 19th June.

A Birmingham safe company has been fined £100 for attempting surreptitiously to ship percussion caps to Persia, concealed between the lining of the safe. The company stated, in defence, that the caps had been enclosed by their employees, without the knowledge of the directors.

OUR MERCANTILE MARINE.

London, 19th June.

Lord Brassey's evidence, given before the Steamship Subsidies Committee, favoured the Shipping Combine by subsidies to mercantile auxiliaries, which would be the eyes of the fleet in war time, and protect British commerce throughout the world. He also said that greater energy was required in the East African trade, owing to German activity.

EDUCATION BILL AND OBSTRUCTION.

London, 19th June.

It is now doubtful whether the Education Bill will pass the Committee stage of the House of Commons before August, and it is almost certain that an autumn session will be necessary. Probably the House will meet in the middle of October until the middle of December.

GERMAN UNIFORM TO BE GREY.

London, 19th June.

The Kaiser has decided that German war uniforms shall be grey.

THE CHINA INDEMNITY.

London, 20th June.

The *Times* Peking correspondent wires that China proposes to appeal to the Powers to allow the payment of the indemnity for three or four years to continue in silver and afterwards in gold, increased subsequent payments making good the deficiency.

BURMA DINNER.

London, 20th June.

150 were present at the Burma dinner, Sir Anthony Macdonald presiding. Sir Charles Crosthwaite, Major-General Sir Edward Sledman, Mr. Collins, and the Burman representative, Mr. H. H. H. were present. Sir A. Macdonald said that the population of Burma were equally progressing, and dwelt on the loyalty and goodwill of the Burmese to the Government, saying that a far higher degree of success awaits Burma in the future. Mr. Halliday hoped that the railways would be extended beyond the frontier.

TRADE WITH PERSIA.

London, 20th June.

Replying to a deputation of Manchester firms, in reference to the way the proposed Persian tariff favoured Russian and hampered British trade, possibly in reference to cotton and tea, Lord Lansdowne thought that Indian trade would suffer more from the new tariff than the English. The matter was receiving careful consideration, and the attention of the Persian Government would be called to the way the tariff affects British commerce.

Strong feeling on the subject exists in Manchester and elsewhere.

PRINCE OF WALES'S VISIT TO INDIA.

London, 20th June.

It is understood that the Prince of Wales will defer his visit to India until after the Delhi Durbar.

LODGE CHOMER.

London, 20th June.

Lord Cromer has arrived in London from Egypt.

THE JUBILTY RAILWAY.

London, 20th June.

In reply to a question as to whether, in view of the detrimental effects of the Jubility railway on trade in British Camellia, the Aden Government would subsidise the Berbera-Harar railway, Lord Cromer replied that the Government was carefully considering the state of things mentioned.

OBITUARY.

London, 21st June.

Lord Acton has died. [Who's Who gives the following particulars of Lord Acton, K.C.V.O., D.C.L., LL.D.:—Professor of Modern History, Cambridge, since 1891; Royal Commissioner on Historical Monuments, British Museum; b. Naples, 1834; S. father, 7th St. 1837; m. Countess Caroline Valley, 1865; Educ. Oxford, under Cardinal Wiseman; Munich, under Dr. Dollinger. Lord-in-Waiting to the Queen till 1895; M.P. Carlisle, 1895-96; Bridgnorth, 1896-97; Rousay Lecturer, Oxford, 1901. Publications: *Lectures on the Study of History*, 1895; *Overman*, 7,000 acres; *Heir*, c. Hon. Richard Maximilian Dalberg-Acton.]

SPORTS—ASCOT STAKES.

London, 17th June.

The following is the result of the above race:—
Mr. W. Goodchild's *Scullion* ... 1
Mr. J. Collier's *b. c. Carabine* ... 2
Mr. A. M. Singer's *m. Hambling Katie* ... 3

CRICKET RESULTS.

London, 18th June.

Somerset beat Yorkshire by 34 runs. The Australians beat the South of England by 131 runs. Norths beat Sussex by an innings and 72 runs. Lancashire beat Kent by an innings and 2 runs. The matches Middlesex v. Essex, and Leicestershire v. Warwickshire, have been drawn.

London, 21st June.

Kent beat Gloucestershire by an innings and 23 runs. Worcestershire v. Somersetshire and Lancashire v. Essex have been drawn. Sussex beat Middlesex by an innings and 224 runs. Yorkshire beat Warwickshire by an innings and 68 runs.

EASTMAN'S KODAKS. FILMS. AND ACCESSORIES

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PHOTOGRAPHIC GOODS STORE.
17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

[84]

POLICE COURT.

Thursday, 3rd July.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

UNLAWFUL CHAIR-COOLIES.
Mr. F. Smyth charged his four chair-coolies with disobeying orders and leaving their employment without notice, allegations which the four were unanimous in denying.

However, the evidence of the complainant convicted them, and they were fined \$5 each.

SCALED AT A LUKONG.

A Chinese constable was patrolling his beat at 5 a.m. yesterday when he saw a coolie carrying a bundle approaching. The coolie caught sight of the looking-alike and, as a last resort, dropping his bundle, took to his heels. A smart run ensued in his cap and detention at the Central Police Station, where some time later the fact was reported that a burglary had taken place at 326, Queen's Road Central, and eleven pieces of clothing stolen. There were eleven pieces in the bundle dropped by the coolie, and these having been identified as the missing articles he was sentenced to two months' hard labour.

THE RATS ORDINANCE AGAIN.

On the complaint of Lt. Col. Sargent Kendall, J. H. Lehman, master of the s.s. *Lycemone*, was fined \$5 for infringing the Rats Ordinance by neglecting to exhibit two bright lights at the gangway of the vessel between sunset and sunrise.

WEIHAIWEI.

The Weihaiwei correspondent of the N.C. Daily News wrote on the 16th ult.—"The Hon. J. H. Stewart Lockhart, C.M.G., our new Ad. Commissioner, arrived here on the 15th ult. and received with a salute from H.M. S. and a guard of honour furnished by the Chinese Regiment. When this port was taken over from the Chinese Government, Mr. Balfour, with quite unnecessary precipitation, hastened to secure the world in general, and the German Government in particular, that our object in acquiring the harbour was for use as a naval base, that Weihaiwei had no future before it as a commercial port, and that it would not be connected with the interior of the province by a railway. Quite recently the Colonial Under-Secretary of the same Government boldly announced in the House of Lords that, under Mr. Stewart Lockhart's able administration, it was confidently expected that the place would thrive commercially! It must be a source of some satisfaction to the new Commissioner to know what is expected of him."

The same correspondent says:—After weeks of wearying suspense official orders have been received here, which, unless the War Office can be persuaded to change its decision, seal the fate of the Regiment. Instructions have come to hand to reduce the battalion to a military police force of about 300 men. It is reported that the soldiers are to be sent away at the rate of about 100 per month, each man receiving three months' pay as gratuity. This decision on the part of the Home Government is the sequel to their decision to retain Weihaiwei as an unfortified "peace base" for the navy.

HONGKONG AND PLAGUE.

In its issue of the 6th ult. the *L. & C. Express* says:—

"The telegrams received at the Colonial Office show that there has been a recurrence of the plague this year at Hongkong, although, fortunately, it is nothing like so severe as last year's outbreak. The increased precautions which have been taken in view of the disease, such as the more to be done if the disease is to be finally stamped out, and for the future prosperity of the colony it is absolutely essential that the local authorities should leave no stone unturned to bring about this desirable end. The recommendations which have been made by Professor Simpson indicate clearly the line to be pursued. The carrying of them out may involve much trouble, expense, and some conflict with the local Chinese, but as it is, perhaps, no exaggeration to say that the very existence of the colony is at stake, the difficulties, however great they are, must be faced promptly and with resolution. We make this remark because at a recent meeting of the Sanitary Board some disposition was shown to discounting the fumigation and other precautionary measures in Chinese houses where plague-infected rats had been found, but fortunately wiser counsels prevailed. Professor Simpson appears to have put his finger on most of the weak spots. If it is not possible to put all the existing tenements on a thoroughly satisfactory sanitary basis, the authorities can, at any rate, prescribe the type of houses to be built in different parts of the colony in the future. On this and other points Professor Simpson makes many practical suggestions, and we certainly agree with him, as doubtless will the more enlightened opinion in the colony, that the plague work should be independent of the ordinary sanitary routine work of the day, and therefore requires a special establishment which can work in conjunction with the Sanitary Department and get the benefit of its assistance."

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"DRY IMPERIAL"

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PER 2 DOZEN 1-BOTTLES ... \$56.

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NOTICE IS HEREBY GIVEN that the SIXTH GENERAL MEETING of SHAREHOLDERS in the above Company will be held in the COMPANY'S OFFICES, 38 & 40, Queen's Road Central, on MONDAY, 7th JULY, 1902, at 12 noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the period ending 30th April, 1902.
 The TRANSFER BOOKS of the Company will be CLOSED from the 30th June to the 14th July, inclusive.
JOHN D. HUMPHREYS & SON,
 General Managers.
 Hongkong, 26th June, 1902. [1781]
THE HONGKONG ELECTRIC COMPANY, LIMITED.
NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICES, No. 4, Queen's Building, on TUESDAY, the 8th JULY, at 12.30 p.m., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1902, and electing Directors and Auditors.
 The TRANSFER BOOKS of the Company will be CLOSED from the 24th instant to the 8th prox., both days inclusive.
 By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 20th June, 1902. [1702]
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 Apply to—
WM. SCHMIDT & CO.,
 Gunmakers,
 Hongkong.
 Hongkong, 3rd July, 1902. [1739]
REPÚBLICA SUPERIOR DE FAZENDA DA PROVINCIA DE MACAU.
NOTICE IS HEREBY GIVEN that on 16th July, next, at 1 p.m., the adjudication by Public Auction will take place in this Office, of the "Sole privilege of preparing Opium and of selling it, in Macau, Taipa and Coloane as well as of exporting the same from Macau for the period of ten years, from 1st September, 1903, to 30th June, 1913."
 Full information, as to the conditions for the concession of the privilege can be obtained in this Office in all working days from 10 a.m. to 3 p.m.
JERONIMO FORTUZA DE CARVALHO,
 Inspector, St. Faazenda.
 Macao, 14th June, 1902. [1725]
COLD STORAGE
THE HONGKONG ICE COMPANY, Ltd.
 have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sundays excepted, to receive and deliver perishable goods.
WM. FARLANE, Manager.
 Hongkong, 18th November, 1901. [6]
司公濟鴻角
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MANUFACTURERS of MOSAIC BRICKS of all Colours and Designs.
YEE SHUN & CO., Agents.
 No. 61, Nathan Street, Hongkong, 6th March, 1902. [71]

CHESS NOTES.

BY X. Y. Z.

The games in the Hongkong-Singapore cable match have progressed to the following points:—
 ALLIANCE-THOROUGH GAMBIT. BUT LOSE.
 White. Black. White. Black.
 (Singapore). (Hongkong). (Hongkong). (Singapore).
 1. K-K4 P-K4 P-K4 P-K4
 2. P-K4 P-K4 2. K-K5 K-K5
 3. Kt-K5 P-K4 3. K-K5 K-K5
 4. P-K4 P-K4 4. K-K5 K-K5
 5. Kt-K5 P-K4 5. Kt-K5 P-K4
 6. Kt-K5 P-K4 6. P-Q4
 7. P-Q4 P-K4 7. P-Q4
 8. P-Q4 P-Q4 8. P-Q4
 9. P-Q4 P-Q4 9. P-Q4
 10. P-Q4 P-Q4 10. P-Q4
 11. Castles P-K4 11. P-K4
 12. P-K4 P-K4 12. P-K4
 13. Kt-K5 P-K4 13. Kt-K5
 14. P-Q4 P-K4 14. P-Q4
 15. Kt-K5 P-K4 15. Kt-K5
 16. Kt-K5 P-K4 16. Kt-K5
 17. Kt-K5 P-K4 17. Kt-K5
 18. Kt-K5 P-K4 18. Kt-K5
 19. Kt-K5 P-K4 19. Kt-K5
 20. Kt-K5 P-K4 20. Kt-K5
 The gambit tournament at the local chess club, which has been neglected owing to the interest taken in the cable match, has to be completed by the end of this month, when unplayed games will be forfeited. At present Messrs. Sergeant and de Souza lead, both being undefeated.

The first-class tournament of the Kent County Association in the latter half of May was won by Mr. R. Loman, a Dutchman long resident and well known as a chess-player in London. He defeated, among others, Messrs. U. C. Müller, R. P. Mitchell (of the England & America team), Wainwright, and Mortimer. Mr. Loman is going in for the "Haupt" tourney at Hanover, the winner of which is entitled to call himself a master.

We quoted in the last issue of these notes some remarks of Herr Lasker on modern chess. Mr. Gawberg has criticised the champion pretty vigorously for some of these sayings, winding up his answer as follows:—"Of what use were the principles of the new school to Dr. Tarrasch at Hastings, Nuremberg, Budapest, and Monte Carlo? Of what use would Dr. Lasker's principles have been against the genius of a Charousek? At the Nuremberg Tournament in 1897 Charousek boldly played a Bishop's Gambit against Dr. Lasker and beat him." [It must be remembered, however, that Lasker had already secured the first prize when he met Charousek.—X.Y.Z.] "The principles of the new school are commendable for strategic purposes—and compulsory against an opponent of equal force—a sound opening, a sound development, keeping a draw in hand to begin with, &c. But as soon as the disposition of the forces is concluded and tactics begin, then the player, with a fertile imagination and power of combination, to whatever school he may be said to belong, will have the best of it. Dr. Lasker himself has laid down infallible rules for defending the Ray Lopez in Common Sense in Chess, and these rules are obsolete now. *Autres temps, autres mœurs*. Two best advice that can be given in this—Always try and calculate a move more than your opponent—that is the secret!"

By way of contrast to the concluding sentence of the above, we may recall Steinitz's advice to an amateur—it was given, of course, in jest—when the great Bohemian player said:—"Nevare combine! Let your opponent combine; it will sure be rotten, and you will win." That popular monthly *Pearson's Magazine* says:—"The venerable game of chess, for thousands and thousands of years pre-eminent among games of intellect, the game that no human mind can master in all its possibilities, has now a young, strong rival, that threatens to pull it down from the supreme place. This precocious, pushing, usurping game is called Salta." Yet even when we hear that the German Emperor has taken Salta up, and that his court jeweller made a net at a cost of £6,000, of gold pieces richly set with diamonds, emeralds and rubies, the table laden with mosaic work, chess-players will rest content to play the King of Games rather than the game patronised by Emperors. Perhaps some of my readers can give me some information about Salta. We are told that hardly a home or a café in Germany is without its Salta board. *Pearson's Magazine* says that "unlike chess, an infant can master this new game in five minutes"—which is about the poorest compliment that can be paid to a game.

With regard to the controversy whether Masch was awarded the brilliancy prize at Monte Carlo for his game v. Janowsky, the following should be conclusive.—It is not a little singular, says *La Stratégie*, that M. Technicor, although himself given to brilliant combinations, should be the only critic of the award in the Mason-Janowsky game at Monte Carlo. In the *Nouveau-Temps* he remarked that "the game was of little interest and in general badly played on both sides." The following is the record of Mr. J. L. Jacobson, former champion of Australia, who has temporarily retired from chess—Queensland championship and gold medal, 1887; championship of Australia, 1887, defeating W. W. Crane by seven games to one; championship retained in 1888, beating W. H. Jones by seven games to one; New South Wales championship, 1901, during this time he has also contributed to uphold the honour of New South Wales in telegraphic matches.

In the Monte Carlo tourney the chief openings were Queen's Pawn, 57; Ray Lopez, 55; Sicilian, 25; French, 21; Petroff, 13; Philidor, 8. The player of White had an advantage in the two first named, which therefore seem to justify the great preference shown for them in recent masterly tourneys. The revival of the Sicilian Defence is somewhat remarkable. A pretty game in the latter opening, with an excellent finish, is subjoined. It was played at Riga, on the Baltic, some months ago.

White. Black. White. Black.
 1. P-K4 P-Q4 1. Kt-K5 Q-K5
 2. P-K4 P-Q4 2. Kt-K5 Q-K5
 3. P-Q4 P-K4 3. Kt-K5 Q-K5
 4. Kt-K5 P-K4 4. P-Q4
 5. Kt-K5 P-K4 5. Kt-K5
 6. Kt-K5 P-K4 6. P-Q4
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 99. Kt-K5 P-K4 99. Kt-K5
 100. Kt-K5 P-K4 100. Kt-K5

SCIENTIFIC MISCELLANY.

DESERT BALLOONING—FURIOUS WEAKNESS OF BRONZE—A NEW ELOTTER—AN IMPROVED THUNDERSTORM-INDICATOR—HAY FEVER NOT DUE TO POLLEN—NATURE'S FLESH STORAGE—AIR-BORNE SMALL-POX—ORIGIN OF LEPROSY—NERVOIDISM.

As the north-north-east wind blows quite constantly over the central Sahara from October to April, a French aeronaut, N. Les Desbroux, believes that it should be easy to cross the desert by balloon from Tunis to the Niger. He proposes trying the experiment with a small unmanned balloon of about 4,000 cubic yards. This would carry a guide-rope of considerable weight and an automatic discharger of water-balls, and will be expected to keep aloft for 12 days. In case of wreck on the way, the chances favour the recovery of the registering apparatus, with many valuable scientific data.

An astonishing decrease in the tensile strength and ductility of bronze at temperatures above 400 deg. F. has been reported by Prof. C. Bieh, of Stuttgart. With an alloy of 91 per cent. of copper, 4 of zinc and 5 of tin, these properties were reduced about 6 per cent. at 400 deg., but about 50 per cent. at 600 deg. This discovery suggests caution in the use of bronze for engine parts in contact with superheated steam.

Porous white paper immersed in a solution of 1 part of oxalic acid in 4 parts of alcohol and subsequently dried, forms a new blotting-paper for dried ink. The ink is removed, is moistened with water, and the paper is used in the usual manner.

Many steam-pipe explosions are due to water-hammer action. In a late paper, Mr. C. E. Stromeyer showed that a plug of water only 4 inches long propelled only 2 feet under a pressure of 15 pounds would exert a pressure of 6,400 pounds on being suddenly stopped.

Records for 30 years show that 43 per cent. of the storms of the British Isles approach from some point between south and south-west. Not 1 per cent. move westward.

Various electrical devices—including Tommasini's electro-radiophone and Fyfe's coherer—have been used for studying distant thunderstorms. The new apparatus of J. J. Landerer consists of a telegraph line of 300 yards, running north-north-east, which is put to earth through the water-pipes of Tortosa, and joined to a very sensitive galvanometer. A great advantage is the showing of the direction of the discharge. A lightning flash in the distance gives a slight shock followed by a greater one, and the small deviations are always in the same direction during the same storm, the discharge proceeding from north to south in storms taking place east of the meridian and from south to north in storms in the west. One storm recorded was as far away as Majorca, a distance of 150 miles.

The "pollen theory" of hay fever has been proven by two German investigators to be untenable. The number of pollen particles in the air during the hay fever season is very small, an average of 25 to each cubic metre, and the nasal and throat secretions of hay fever patients show less pollen than those of healthy persons. Very few micro-organisms appear in the pollen. As to the bacteria that may excite hay fever little or nothing was learned, and it is still uncertain how such germs may be transmitted.

A touching bit of Alpine history tells of a guide who fell into a crack in a glacier, and whose perfectly-preserved body emerged so long afterward that it was recognised only by an old woman who had been his youthful sweetheart. Even more striking was the late discovery of Dr. Herz in Eastern Siberia. It was the perfect body of a mammoth, which, while quietly feeding some 2,000 years ago, had fallen down a declivity and been instantly killed. Its mouth still held the last tuft of grass, its thick red-brown hair was still unchanged.

A half-acre near Scarborough, Eng., is planted with trees, and shrubs for raising moths and butterflies. In their season the stock of caterpillars is 20,000; and from 30,000 to 40,000 preserved insects are kept in reserve.

Small-pox infection appears to have been carried by the air in cases observed in England by Dr. Thresh. Hospital ships are anchored in the Thames about 700 yards from the Essex shore, with which no communication is allowed, and when these ships have been receiving small-pox patients—both in 1895 and during the epidemic of the last few months—the disease has been constantly present in the neighbouring Essex district. Within three-quarters of a mile from the ships not less than 8.8 per cent. of the inhabitants have been attacked. In the part of this area much exposed to the infected wind, moreover, 12 per cent. of the population have become victims, while in a part rarely in line with the wind from the ships the rate has been less than 1 per cent. Passing beyond three-fourths of a mile, the rate has rapidly falling, the baneful influence seeming to have extended about two miles.

From a study of leprosy in South Africa, Mr. J. Hutchings concludes that the primary cause is the use as food of badly-cured salt fish. He does not believe that the disease is infectious or contagious in the ordinary sense, but that it may be communicated by eating food poisoned by a leper's hands. Legislative control of the fish-curing establishments is the most important means of prevention. There should also be warning as to the danger of communication, and small isolation-houses for lepers in the dangerous stage.

A new local anæsthetic, an alkaloid from an Indian plant called "gasa-basa," is to be known

as "nervoidine." It exerts a much more sustained action than cocaine, but has such drawbacks as giving local irritation, requiring 10 to 20 minutes to produce the anæsthetic state, and causing nausea and more severe symptoms of general poisoning. It is useful in certain dental cases.

Mount Elba is found by Prof. Ricci to have been lowered 65 feet on the south since 1468, and twice as much on the north. The top is supposed to have been slowly blown away by the wind.

NOTICE OF FIRM.

NOTICE.

I HAVE THIS Day commenced business in this Colony as GENERAL PRINTER and PUBLISHER.

Address: 41, DES VEAUX ROAD CENTRAL.
 L. NORONHA.
 Hongkong, 1st July, 1902. [1802]

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that THE PALATINE ENGINEERING COMPANY, LIMITED, of 10, Blackstock Street, Liverpool, in the County of Lancashire, England, Manufacturers, have on the 29th day of May, 1902, applied for the Registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:—

LORD KELVIN'S
 in the name of THE PALATINE ENGINEERING COMPANY, LIMITED, who claim to be the Proprietors thereof.

The TRADE MARK has been used by the Applicants in respect of the following Goods, namely, taps and valves and other similar articles included in Class 13.
 A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned. Dated the 3rd day of June, 1902.

EWENS & HARBOTON,
 Solicitors for the Applicants.
 15811 35, Queen's Road Central, Hongkong.

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of references and state salary required to—
DIRECTOR OF PUBLIC WORKS,
 Sandakan.
 Hongkong, 4th February, 1902. 5446

WANTED IMMEDIATELY.

AN EXPERIENCED PORTUGUESE CLEVER for Canton.
ARNOLD, KARBURG & CO.,
 Hongkong, 30th June, 1902. 1780

WANTED IMMEDIATELY.

FOR One Month, a SMALL HOUSE or FLAT. Unfurnished or Furnished. State Rent required.
 Address—
 Care of Daily Press Office
 Hongkong, 19th June, 1902. 1696

S.

Care of Daily Press Office

Hongkong, 19th June, 1902.

1696

NOTICE.

THE GENERAL OFFICER COMMANDING IN CHINA desires of an energetic and competent ARCHITECTURAL DRAUGHTSMAN for service in Hongkong. Terms of employment can be ascertained on application to the COMMANDING ROYAL ENGINEER, Head Quarters Office, Hongkong, 1st July, 1902. [1830]

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.

Dealers in

MARBLE and GRANITE MONUMENTS.

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Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1899. 1191

PORTLAND CEMENT.

J. B. WHITE & SONS.

SOLE AGENTS FOR HONGKONG.—

ALEX. ROSS & CO. [1859]

Hongkong, 1st July, 1902.

DOCK No. 1 (at TATEGAMI).

Extreme Length ... 523 feet.

Length on Blocks ... 513

Width of Entrance on Top ... 89

Width of Entrance on Bottom ... 77

Water on Blocks at Spring Tide ... 263

DOCK No. 2 (at MUKAIJIMA).

Extreme Length ... 371 feet.

Length on Blocks ... 350

Width of Entrance on Top ... 65

Width of Entrance on Bottom ... 53

Water on Blocks at Spring Tide ... 22

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

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(Extract from letter received from Tokio, Japan.)

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Telegraphic Address: "MITSUI" (A.B.C. and A-1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

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[15] N. INUZUKA, Manager, Hongkong.

DOCTORS SAY

That languor, headaches, constipation, sleeplessness and half the pains that rack mankind, arise from indigestion. British subjects everywhere declare there is no remedy for indigestion so unfailingly successful as

MOTHER SEIGEL'S CURATIVE SYRUP

"For years I have suffered from acute spasms and severe attacks of indigestion. Although I had medical advice and took several different kinds of medicine, I got no relief until I tried Mother Seigel's Curative Syrup. After taking two bottles of that I felt

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island, and thence in the direction of the Kowloon Wharf, together with the number denoting the section.

1. From Green Island to the Harbour Master's Office.
2. From Harbour Master's Office to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	REMARKS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	PARRAMATTA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	SHANGHAI	Brit. str.	—	E. Spicer	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON	ALCIBIOS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
LONDON & ANTWERP VIA SUEZ CANAL	SARFEDON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
LONDON	ULYSSSES	Brit. str.	—	Clark	GIBB, LIVINGSTON & CO.	On or about 15th inst.
LONDON & ANTWERP	TELEMACHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th August.
LIVERPOOL DIRECT	IDOMENIUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst.
LIVERPOOL DIRECT	TYDEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th August.
MARSEILLES, LONDON & ANTWERP VIA SUEZ CANAL	SADO MARU	Jap. str.	—	W. Thompson	HAMBURG-AMERIKA LINIE	To-day.
MARSEILLES, LONDON & ANTWERP VIA SUEZ CANAL	ERNEST SIMONS	Jap. str.	—	Dupuy Fourny	NIPPON YUSEN KAISHA	On 12th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP VIA SUEZ CANAL	KAWACHI MARU	Jap. str.	—	J. S. Thompson	MESSAGERIES MARITIMES	On 14th inst., at 1 P.M.
HAMBURG, BREMEN & HAMBURG	PRINZ HEINRICH	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst., at Daylight.
HAMBURG & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 10th inst., at Noon.
HAMBURG & HAMBURG	SIBERIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 15th inst.
HAMBURG & HAMBURG	WUNDERBURG	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 14th August.
HAMBURG & HAMBURG	KONIGSBERG	Ger. str.	—	von Binzer	HAMBURG-AMERIKA LINIE	On 25th August.
NEW YORK VIA PORTS OF CALL.	SHIMOSA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	On 10th September.
NEW YORK VIA SUEZ CANAL	INDRAMAY	Brit. str.	—	—	DODWELL & CO. LIMITED	To-day.
NEW YORK VIA SUEZ CANAL	RADNORSHIRE	Brit. str.	—	—	JARDINE, MATHESON & CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	BENCLUCH	Brit. str.	—	Thomson	SHEWAN, TOMES & CO.	On 20th inst.
NEW YORK	COMET	Brit. str.	—	Davis	REUTER, BROCKELMANN & CO.	On or about 15th inst.
NEW YORK	YFIONA	Brit. str.	—	—	CARLWITZ & CO.	Quick despatch.
VANCOUVER, via SHANGHAI, &c.	ASANA	Brit. str.	—	F. F. Bement	SHEWAN, TOMES & CO.	On 16th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 15th August.
VICTORIA, B.C., & TACOMA, via JAPAN	GLENOCLE	Brit. str.	—	H. Mowatt	CANADIAN PACIFIC R. CO.	On 18th inst., at Noon.
VICTORIA (B.C.) & SEATTLE, via SHANGHAI, &c.	SHINANO MARU	Jap. str.	—	G. E. Warner	DODWELL & CO. LIMITED	On 12th inst.
PORTLAND, OREGON	INDRAMEL	Brit. str.	—	M. J. Curdow	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.
AUSTRALIAN PORTS	ALIEL	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 17th inst., at 10 A.M.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	—	E. W. Haswell	BUTTERFIELD & SWIRE	To-morrow, at Noon.
AUSTRALIAN PORTS	TAIYU	Brit. str.	—	—	SANDER, WILKIN & CO.	On 28th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	MARIA VALERIE	Aus. str.	—	Bollen	P. & O. S. N. Co.	On 15th inst.
KOBE & YOKOHAMA	ISUZU MARU	Jap. str.	—	E. P. Martin, R.N.R.	NIPPON YUSEN KAISHA	On or about 12th inst.
KOBE & YOKOHAMA	TAISAN	Jap. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 20th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	H. Fraser	BUTTERFIELD & SWIRE	On 26th inst.
MOJI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
YOKOHAMA	KWEIYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst., at Noon.
YOKOHAMA	WHAMPOA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst.
YOKOHAMA	VALETTA	Brit. str.	—	A. G. Cubitt	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA	BALLAARAT	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	To-day, at 10 A.M.
YOKOHAMA	LARSEN	Brit. str.	—	Parkinson	BUTTERFIELD & SWIRE	On or about 18th inst.
YOKOHAMA	DAISIN MARU	Jap. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	On 10th inst.
YOKOHAMA	MAIDZU MARU	Jap. str.	—	K. Suzuki	MITSUI BUSSAN KAISHA	On 16th inst.
YOKOHAMA	MAIDZU MARU	Jap. str.	—	T. Saito	MITSUI BUSSAN KAISHA	On 9th inst.
YOKOHAMA	HAITAN	Brit. str.	—	Parkinson	BUTTERFIELD & SWIRE	On 6th inst.
YOKOHAMA	DOUGLAS	Brit. str.	—	Wigall	DOUGLAS LARSEN & CO.	To-day, at 11 A.M.
YOKOHAMA	PERLA	Brit. str.	—	G. T. Blaxland	JARDINE, MATHESON & CO.	On 7th inst., at 4.30 P.M.
YOKOHAMA	ROSETTA MARU	Jap. str.	—	Tate	MITSUI BUSSAN KAISHA	On 9th inst., at 4 P.M.
YOKOHAMA	SURUGIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst., at Noon.
YOKOHAMA	BISONGO	Ital. str.	—	Muzio	CARLWITZ & CO.	On 15th inst.
YOKOHAMA	HONGKONG MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 18th inst., at Noon.

SHIPPING.

ARRIVALS.
July 2, LENOX, British str., 2.30, P. Wynn, Singapore 27th June. General. — DOUGLAS & CO., LD.
July 2, MACHWEE, German str., 106, H. Huges, Bangkok 25th June. — DOUGLAS & CO.
July 2, MICHAEL JENSEN, German str., 710, J. Jensen, Haiphong 25th June and Hongkong 1st July. — DOUGLAS & CO.
July 2, SHIMOSA, British str., 2.00, E. M. Chaplin, Amoy 2nd July, Teant General. — DODWELL & CO., LD.
July 3, AMOY, German str., 685, Plunbeck, Newchwang 25th June. General. CHINESE.
July 3, LING, German str., 1.70, A. Riese, Manila 1st July. — JENSEN & CO.
July 3, KAWACHI MARU, Jap. str., 2.35, S. Fujiki, Moji 25th June. Cement and Coal. — ORIENT.
July 3, LARSEN, British str., 1.10, G. Parkinson, Penang 14th June. General. BUTTERFIELD & SWIRE.
July 3, STEARNS, German str., 3.20, J. Madsen, Poonchong 1st July. General. — HAMBURG-AMERIKA LINIE.
July 3, VALETTA, British str., 2.00, A. G. Cubitt, R.N.R., Bombay 18th June and Singapore 25th. Milk and General. — P. & O. S. N. CO.
July 3, PHICHO, Chinese str., from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
July 3, AMOY, German str., for Canton.
July 3, COLOMBIA, British str., for Moji.
July 3, Doria, Norwegian str., for Sweden.
July 3, Indan, French str., for Hellow.
July 3, Nippon, British str., for Singapore.
July 3, Tama Maru, Japanese str., for Kobe.
July 3, Tama Maru, Japanese str., for Swatow.
July 3, Tama Maru, Japanese str., for Newchwang.
July 3, WONGKAI, German str., for Bangkok.
July 3, YEDU MARU, Japanese str., for Kobe.

DEPARTURES.

July 3, AMOY, German str., for Canton.
July 3, COLOMBIA, British str., for Moji.
July 3, Doria, Norwegian str., for Sweden.
July 3, Indan, French str., for Hellow.
July 3, Nippon, British str., for Singapore.
July 3, Tama Maru, Japanese str., for Kobe.
July 3, Tama Maru, Japanese str., for Swatow.
July 3, Tama Maru, Japanese str., for Newchwang.
July 3, WONGKAI, German str., for Bangkok.
July 3, YEDU MARU, Japanese str., for Kobe.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Sailing.
KOWLOON DOCKS.—Sailing.
Argue, Osongy.
COSMOPOLITAN DOCK.

VESSELS ON THE BERTH

"BEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

"BENCLUCH" Captain Thompson will be despatched as above on or about the 15th July.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 23rd June, 1902. [1719]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP VIA SUEZ CANAL.

"BENLEDI" Captain Clark will be despatched as above on or about the 15th July.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 23rd June, 1902. [1718]

FOR NEW YORK VIA SUEZ CANAL.

"RADNORSHIRE" will be despatched for the above port on SUNDAY, the 20th July.
For Freight, apply to SHEWAN, TOMES & CO., Agents, Shire Line.
Hongkong, 30th June, 1902. [1721]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN" Captain Roach will be despatched for the above ports TO-DAY, the 4th inst., at 11 A.M.
For Freight or Passage, apply to DOUGLAS LARSEN & CO., General Managers.
Hongkong, 2nd July, 1902. [1832]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

Proposed sailings from Hongkong:

"SHIMOSA" On 4th July.
"BRAEMAR" On 10th July.
"ATHOLL" On 20th July.
"HEATHBURN" On 31st July.
"RICHMOND CASTLE" On 1st August.
"LENNOX" On 11th August.
"AFRIDI" On 21st August.

For Freight and further information, apply to DODWELL & CO., LD., Agents.
— Hongkong, 3rd July, 1902. [1711]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BELLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA" Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 5th July, at Noon, taking passengers and cargo for the above ports. Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 2nd June, 1902. [1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG" Captain Weigall will be despatched as above on MONDAY, the 7th inst., at 4.30 P.M.

This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 2nd July, 1902. [1838]

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RADNORSHIRE" will be despatched for the above port on SUNDAY, the 20th July.

For Freight, apply to SHEWAN, TOMES & CO., Agents, Shire Line.
Hongkong, 30th June, 1902. [1721]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

R.M.S. "EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 10th July.
R.M.S. "ATHENIAN" Comdr. H. Mowatt SATURDAY, 28th July.
R.M.S. "EMPEROR OF INDIA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 6th Aug.
R.M.S. "EMPEROR OF CHINA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.
R.M.S. "TARTAR" Comdr. E. Bootham, R.N.R. WEDNESDAY, 10th Sept.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS as compared with the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steamer.

The "TARTAR" takes First Class and Steamer Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 12 days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to L. E. BROWN, General Agent, Pedder's Street.

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NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES

KUMANO MARU SYDNEY and MELBOURNE VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE SATURDAY, 5th July, at Noon.

SADO MARU MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 12th July, at Daylight.

SHINANO MARU VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA MONDAY, 14th July, at 4 P.M.

MIKE MARU MOJI, KOBE and YOKOHAMA TUESDAY, 15th July, at Noon.

SANDU MARU KOBE and YOKOHAMA FRIDAY, 18th July, at Daylight.

W. Townsend BOMBAY via SINGAPORE and COLOMBO SATURDAY, 19th July, at Noon.

ISUZU MARU KOBE SATURDAY, 20th July, at Noon.

KASUGA MARU NAGASAKI, KOBE and YOKOHAMA FRIDAY, 25th July, at Noon.

H. Fraser HAMA SATURDAY, 26th July, at Daylight.

KAWACHI MARU MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID SATURDAY, 26th July, at Daylight.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Clatter Road.

A. S. MIHARA, Manager. [9]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
GLENOCLE	3,750	G. E. Warner	July 13th
DUKE OF FIFE	3,821	J. S. Cox	August 2nd
VICTORIA	3,502	J. Fauten	August 9th
TACOMA	2,811	A. Dixon	August 23rd

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 253. Excellent accommodation. First-class Table. Doctor and Stewardess carried. Passengers may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 218. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

HONGKONG TO VICTORIA AND TACOMA, 253. The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to Dyra and St. Michael.

Rates of Passage to other points on application. A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 2nd July, 1902.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES

PRINZ HEINRICH THURSDAY 10th July.

SACHSEN THURSDAY 24th July.

KLAUSCHOU THURSDAY 7th August.

BAYERN THURSDAY 21st August.

KONIG ALBERT THURSDAY 4th September.

PRINZESS IRENE THURSDAY 18th September.

DARMSTADT WEDNESDAY 1st October.

PREUSSEN WEDNESDAY 15th October.

HAMBURG WEDNESDAY 29th October.

KARLSRUHE WEDNESDAY 12th November.

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 10th day of July, 1902, at Noon, the Steamship "PRINZ HEINRICH" of the Norddeutscher Lloyd, Captain R. Heintze, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 8th July

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ULYSSES"	On 5th July.
GLASGOW and LIVERPOOL	"TELEACHUS"	On 11th July.
GLASGOW and LIVERPOOL	"TYDEUS"	On 17th July.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 23rd July.
GLASGOW and LIVERPOOL	"ANTENOR"	On 31st July.
GLASGOW and LIVERPOOL	"DARDANUS"	On 6th Aug.
OUTWARDS.	STEAMERS	DUE
LONDON	"ALCINOUS"	On 10th July.
LONDON	"SARIPEDON"	On 22nd July.
LONDON and ANTWERP	"ULYSSES"	On 5th Aug.
LIVERPOOL DIRECT	"TELEMACHUS"	On 18th Aug.
LIVERPOOL DIRECT	"IDOMENEUS"	On 13th July.
LIVERPOOL DIRECT	"TYDEUS"	On 20th Aug.

The S.S. "ULYSSES" left Singapore on the 30th ult., and is expected here on the 5th inst.
The S.S. "LAERTES" from Penang, has arrived, and leaves for Amoy on Sunday, 6th inst.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS, O. S. S. CO.

Hongkong, 3rd July, 1902.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WIAWIA"	On 4th July.
SHANGHAI	"KWEIYANG"	On 11th July.
SHANGHAI	"SUNGKIANG"	On 18th July.
SHANGHAI	"TSINAN"	On 25th July.
SHANGHAI	"TAIYUEN"	On 28th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st July, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS	LEAVING
TAMSUI VIA SWATOW	"DAIJIN MARU"	SUNDAY, 6th July.
TAMSUI VIA SWATOW	"DAIGI MARU"	SUNDAY, 13th July.
ANPING VIA SWATOW	"MAIZURU MARU"	WEDNESDAY, 9th July.
FOOCHOW VIA SWATOW	"ANPING MARU"	WEDNESDAY, 16th July.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises a Tamsui to land all passengers and cargo.

For Freight, Passage, and further information, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 4th July, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIA SHANGHAI INLAND	SEA OF JAPAN, KOREA, AND YOKOHAMA FOR	PORTLAND, OREGON
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.	STEAMSHIP	TONS. CAPTAIN
"INDRAVELLI"	3,152 Craven	July 26, 1902
"INDRAPURA"	3,152 Hollingsworth	Aug. 14, 1902
"INDRASAMHA"		Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 1st March, 1902.

NAVIGAZIONE GENERALE ITALIANA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.	STEAMERS	TO SAIL
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.	"VERONA"	On 10th July.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.	"ROSSETTA MARU"	On 17th July.

The full-powered Steamship
"BISAGNO,"
Captain Mizio, will be despatched as above on FRIDAY, the 11th inst., at NOON.
At Bombay, the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 1st July, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DUECA).	STEAMERS	TO SAIL
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, and PORT SAID.	"VERONA"	On 10th July.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)	"ROSSETTA MARU"	On 17th July.

The Company's Steamship
"MARIA VALERIE,"
Captain Bollen, will be despatched as above on TUESDAY, the 15th of July.
This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents,
Princes' Buildings,
Hongkong, 30th June, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.	STEAMERS	TO SAIL
LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.	"ERNEST SIMONS"	On 10th July.

ON MONDAY, the 14th July, 1902, at 1 p.m., the Company's Steamship "ERNEST SIMONS," Captain Dupuy Freres, with Mails, Passengers, Specie and Cargo, will leave this port for MARSSEILLES, via BOMBAY.
This Steamer connects at COLOMBO with the s.s. "Australia," which vessel takes on her Passengers and Mails, leaving that port on the 20th July, direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 13th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 3rd July, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched for the above ports on THURSDAY, the 17th July, at 10 A.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 1st July, 1902.

UNITED STATES AND CHINA-JAPAN S.S. LINE.

REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.
TO NEW YORK (via SUEZ CANAL).
The following steamer, will be despatched as above at monthly intervals, carrying Cargo at current rates.
S.S. "INDRAMAYO" July, 1902
S.S. "INDRAMAYO" August, 1902
A NEW STEAMER, September, 1902
For Freight and further information, apply to
JARDINE, MATHESON & CO.,
Agents "India" Line, Ltd.

Hongkong, 1st July, 1902.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"ASAMA,"
Captain P. F. Bement, will be despatched for the above port on or about the 15th August.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 1st July, 1902.

NOTICE TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY, 1st inst.
Goods not cleared by the 8th inst., will be subject to rent.
All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 1st inst., or claims in connection therewith will not be recognized.
NIPPON YUSEN KAISHA.
Hongkong, 1st July, 1902.

Hongkong, 1st July, 1902.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "LENNOX."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-morrow, the 3rd inst., at 3 p.m.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th inst., will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 12th inst., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED.
Agents.

Hongkong, 2nd July, 1902.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS.

THE Steamship

"GLENROY,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 7th instant will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.
McGREGOR BROS. & GOW.
Hongkong, 1st July, 1902.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "HEATHBURN."

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th July, will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 10th July, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th July, at 3 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LTD.
Agents.

Hongkong, 30th June, 1902.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE."

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th July, will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 20th July, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th July, at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 3rd July, 1902.

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London and Havre ex s.s. "Sidon," and Bordeaux ex s.s. "Vila de Lorient," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 30th June, request- ing it to be landed here.
Bills of Lading will be countersigned by the Underwriter, Goods remaining unclaimed after MONDAY, the 7th July, at NOON, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 7th July, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 7th July, at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 30th June, 1902.

HONGKONG STEAMERS.

AMOR, German str., 683, Plambeck, July 3.

Arnold Lynke, German str., 1,075, Payson, July 1, E. A. Trading Co.

Bengloe, British str., 1,339, Potter, June 30.

Cape Colony, Brit. str., 1,763, Prescott, June 19, Government.

Crown of Antwerp, British str., 1,474, Dorward, May 13, Gilman & Co.

Daijin Maru, Jap. str., 800, Ogata, July 2.

Elate Nesselck, Ger. str., 1,161, Bruhn, June 28.

East Asiatic Trading Co.

Elsa, German str., 1,702, Schonwandt, June 30.

Jessen & Co.

Eise, German steamer, 1,703, Riecke, July 3.

Jessen & Co.

Glenogle, British str., 2,339, Warner, June 25.

Glenogle, British str., 2,141, Selby, July 1.

McGregor Bros & Gow.

Gloucester City, British str., 1,409, Nilzen, June 24, Dodwell & Co., Limited.

Haitan, French str., 377, Andersen, July 1.

A. R. Marty.

Haitan, British str., 1,183, Reach, July 2.

Douglas Laprak & Co.

Haliotis, Dutch steamer, 1,070, Bijn, June 30.

Arnold, Karberg & Co.

Hans Henzell, German str., 1,697, Auer, June 30.

E. A. Trading Co.

Heathburn, British str., 2,740, Keith, June 30.

Dodwell & Co., Limited.

Independent, German str., 871, Ziegler, July 1.

Sander, Wieler & Co.

Kachidate Maru, Jap. str., 2,183, Fujiki, July 3.

J. M. B. Nishida.

Krongwai, German str., 1,115, Leves, June 29.

Melchers & Co.

Kiappi, Amr. str., 1,347, Brissander, July 1.

Chinese.

Kong Hong, Ger. str., 892, Ziegler, June 30.

30, Butterfield & Swire.

Kumano Maru, Jap. str., 3,143, Haswell, July 2.

Nippon Yusen Kaisha.

Kweiyang, British str., 1,062, Hocker, July 1.

Butterfield & Swire.

Laertes, British str., 1,340, Parkinson, July 3.

Butterfield & Swire.

La Poutre, British str., 1,592, Westerton, June 10, Order.

Lanor, British str., 2,361, Warner, July 2.

Dodwell & Co., Limited.

Lisa, Swedish steamer, 998, Hornadahl, June 12, Order.

Loosok, Ger. str., 1,020, Moller, July 1.

Butterfield & Swire.

Lyeomann, German steamer, 1,238, Lehmann, July 2, Siemens & Co.

Machler, German str., 998, Hayes, July 2.

Machler & Co.

Mercedes, British str., 2,965, Carter, June 3.

Government.

Michael Jensen, Ger. str., 710, Jessen, July 2.

Jessen & Co.

Mongkat, German str., 859, Gotache, June 25.

Melchers & Co.

Namang, British str., 1,254, Young, June 25.

Jardine, Matheson & Co.

Ness, British steamer, 1,963, Peart, July 1.

Mitsui Bussan Kaisha.

Oceana, German str., 416, Jahnke, June 27.

Siemens & Co.

Ousang, British str., 1,787, Davies, June 24.

Jardine, Matheson & Co.

Pakshan, British str., 1,235, Reid, May 28.

Bradley & Co.

Pekin, British steamer, 2,322, Palmer, June 30.

P. & O. S. N. Co.

Phranang, German str., 1,021, Mangelsdorff, June 25, Butterfield & Swire.

Saga, Norwegian str., 699, Notoig, July 2.

Chinese.

Seistrad, Norwegian str., 617, Larsen, June 28.

Chinese.

Shakano Maru, Jap. str., 2,220, Fujita, June 21.

Dodwell & Co., Limited.

Shimosa, British str., 2,389, Chaplin, May 23.

Dodwell & Co., Ltd.

Sloiper, Norwegian str., 860, Rodseth, June 27.

Chinese.

Sophie Rickmers, German str., 2,202, Page, June 30, Arnold, Karberg & Co.

Southland, British str., 1,921, Toward, June 23.

Admiralty.

Strasbourg, German str., 1,238, Madson, July 3.

Hamburg-Amerika Line.

Sungking, British str., 1,021, Osterbridge, June 24, Butterfield & Swire.

Taisang, British str., 1,457, Bradley, July 2.

Jardine, Matheson & Co.

Takaang, British str., 890, Baker, June 27.

Jardine, Matheson & Co.

Telemachus, Brit. str., 1,340, Williamson, June 28, Chinese.

Valent, British steamer, 2,993, Cubitt, July 3.

P. & O. S. N. Co.

Whampoa, British str., 11,008, Laver, June 29.

Butterfield & Swire.

SAILING VESSELS.

Adolph Obig, Amr. bop., 1,006, Amesbury, May 30, Standard Oil Co.

Anstrasia, British ship, 2,587, Ewert, May 13.

Standard Oil Co.

Belfast, British barque, 1,810, Davies, June 11.

Government.

Comet, British barque, 3,000, Davis, April 28.

